

PETER'S CHOCOLATES.

The Proof of

PETER'S

is in the Eating

The China Mail.

ESTABLISHED 1845

No. 15,558.

號大月三年三十一百九千一英

HONGKONG, THURSDAY, MARCH 6, 1913

日癸亥歲年二國民華中

PRICE, \$3.00 Per Month.

TRY

**WATSON'S
FORMAZONE**

A MOST REFRESHING AND
STIMULATING BEVERAGE.

A. S. WATSON & Co., Ltd.

AERATED WATER
MANUFACTURERS.

POPULAR

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.

Hongkong, January 2, 1912.

**INLAND CHINA UNDER A
REPUBLIC.**

A glimpse into the far interior of China under the new regime is afforded by an article on medical work in Pingyangtu, Shansi, which Mrs. John Carr contributes to the current China's Millions. She says that politically strange changes are taking place. Most of the power in the city is in the hands of an energetic military officer, Pingyangtu is to become the military centre for the south of the province, and temples are being pulled down right and left to provide materials for building barracks and officers' quarters. Chang Hwang, the military official, is himself living in a transformed temple, and the writer has seldom seen a more extraordinary sight than the homeless idols, sitting or standing in the midst of heaps of debris, which are now visible all over the north-west corner of the city, near these new barracks. But Chang Hwang cares nothing for the old beliefs, and probably nothing himself on behalf of the "no god party," as belonging to the "no god party," of the great danger China is in of drifting into atheism or sheer materialism. Mrs. Carr goes on to say that people are for the most part, she thinks, indifferent to the Republic. There is still a good deal of robbery and unrest in the country, but soldiers are energetically hunting these gangs of bandits, and executions are constantly taking place. The most apparent changes lie in the direction of things external. For instance, silver ornaments, beloved by the women, are no longer to be worn, there are special proclamations out about style of clothing, all the Manchu fashions being supposed to go, and their place taken by something partly pre-Manchu and partly foreign. Titles are supposed to be dropped, and it almost seems as if all that is to their minds at any rate, ornamental and festive, is to go, and the people are to be brought more or less to a dead level. So far it has not greatly affected the conservative old city in question, except that all the silvermiths have packed up and gone, but they await developments, and hope, since it has started, the Republic will keep together, and that the many fine men who are really seeking China's best will be able to keep control.

RELIEF AT HAND.

MANY sufferers from rheumatism have been promptly relieved and delighted with Chamberlain's Pain Balm. Not one case of rheumatism in ten requires any internal treatment whatever. For sale by all Chemists and Dispensaries.

BUSINESS NOTICES.

**PETER'S
CHOCOLATES**

ON SALE AT

CAFE WEISMANN.

A PRIZE COMPETITION will shortly be started

Save Your Wrappers.

The CONDITIONS of the COMPETITION will be announced later in this space.

WRAPPERS will be required as COUPONS.

PUBLIC WORKS DEPARTMENT.

THE following particulars of letting by tender of certain granite quarries in the New Territories are published. Sealed Tenders, which should be clearly marked "TENDER FOR QUARRIES" will be received at the COLONIAL SECRETARY'S OFFICE until Noon of MONDAY, the 10th March, 1913. The Government does not bind itself to accept the highest or any tender. Particulars and conditions of the letting by tender by order of His Excellency the Governor of the following lots of CROWN LAND in the New Territories, for the purpose of Quarrying Granite for a period extending from the 10th March, 1913, to 30th June, 1914, but Government is prepared to consider tenders for a less period if desired.

PARTICULARS OF THE LOTS.

Quarry Lot No.	Locality	Approximate Contents in Acres
1 to 5 & Ngau Tau Kok, 7 to 24.	New Territories	19.65
1 to 30.	Cha Kwo Liang, New Territories	24.56
1 to 25.	Lyemau, ..	26.43

319

NOTICE OF REMOVAL.

THE Offices of Messrs F. HOWELL & F. C. MOW FUNG, carrying on business as General Merchants and Commission Agents under the name of MOW FUNG CO. have this day been REMOVED to the First Floor of No. 10A, DES VOEUX ROAD CENTRAL, (above the Robinson Piano Co.)

MOW FUNG & CO.

Hongkong, March 3, 1913. 307

THE PROPERTY INSURANCE CO., LIMITED, OF LONDON.

FIRE & MARINE.

THE Offices of the above Company have this day been REMOVED to the First Floor of No. 10A, DES VOEUX ROAD CENTRAL.

MOW FUNG & CO., General Agents.

Hongkong, March 3, 1913. 306

NOTICE.

MESSRS GANDE, PRICE & Co., Ltd. will REMOVE from their premises 12, Queen's Road Central to No. 6, QUEEN'S ROAD CENTRAL (late occupied by the French Consul) on 1st March next.

GANDE, PRICE & CO., LTD., Wine Merchants, 12, Queen's Road Central, Hongkong.

Hongkong, February 22, 1913. 262

NOTICE.

WE have REMOVED from No. 64 to No. 37, Queen's Road Central. We have a CHEAP SALE for One Month only, in order to give a chance to our Customers to purchase Silk, Grass Cloth and all sorts of Oriental Goods at Very Moderate Prices.

JUST TRY OUR PRICES.

We have reduced them to Half.

Give us a CALL.

K. A. J. CHOTIRMAL & Co.

Hongkong, March 6, 1913. 229

SINGON & CO.

ESTABLISHED A.D. 1850

IRON, STEEL, METAL and HARDWARE MERCHANTS, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 25 and 27, HING LOO STREET, (2nd Street, west of Central Market) Telephone No. 615. Hongkong, September 4, 1902. 41



PARIS TOILET
No. 13, QUEEN'S ROAD CENTRAL
(Under the Astor House).

THE LADIES' and GENTLEMEN'S HAIRDRESSING SALOONS in this East. Manufacturers of SEVES DES ALPES, pronounced by those who use it the best Hairwash to prevent the falling out of hair. J. O. SCPIESS, Proprietor. Hongkong, February 8, 1913. 185

TAK CHEONG,

TAILORS, DRAPERS & OUTFITTERS
50 & 52, Queen's Road.
(ESTABLISHED SINCE 1858).

BEG to notify Customers that their SHOW ROOM is now considerably extended and improved in latest European style to facilitate business.

Every Department stocked with New Goods for the Season. Splendid value, unequalled variety, latest styles, fine cut prices. Extensive Piece Goods Department on FIRST FLOOR complete with fine materials for gentlemen's wear. A comfortably furnished room for customers to try fitting on. Orders, however small, will receive prompt attention. Estimates for wholesale orders gladly submitted. An inspection is respectfully solicited. Hongkong, October 18, 1912. 133

CHEN KWONG & CO., LD

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL STORES.

FURNITURE, Draperies, Croceries, Boots and Shoes.

Makers of Jewellery, Lacquerware, Crockery Ware.

Ironmongery, Wire and Scaffolds.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton, & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET, CANTON and Nos. 237, 235, Des Voeux Road, and No. 120, Connaught Road Central, and No. 311, Hongkong.

TEL. No. 1402.

THE GRAND CARLTON HOTEL

AN IDEAL FAMILY HOTEL, where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of O. H. OWEN, Proprietor.

TELEGRAPHIC ADDRESS: GRAND, HONGKONG.

Telephone No. 819

BUSINESS NOTICES.

**P. & O.
Steam Navigation Co.**

HOMEWARD PASSENGER SEASON 1913.

S.S. 'INDIA.'

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 29th, 1913, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MALTA, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT:-

MARSEILLES APRIL 29th.
LONDON MAY 3rd.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON:-
1st SALOON £71.10 SINGLE: £106.14 RETURN.
2nd £48.8 £72.12

Fitted with the Marconi System of Wireless Telegraphy.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 2, 1912. 1094

WARD OFF THE COUGH

**CRUICKSHANK'S
COUGH BALSAM.**

It soothes the inflamed lungs and bronchial tubes, cures the cough and gives strength against future attacks.

\$1.00 per bottle.

PREPARED ONLY BY THE

VICTORIA DISPENSARY,

32, Queen's Road Central, Hongkong.

WEISMANN'S

BEST GROUND COFFEE

Always Fresh.

75 cents per 1 lb. tin. 40 cents per 1/2 lb. tin.

Hongkong, July 20, 1910. 78

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL. Terms: From \$2 per day. Max. Town Office. A. Des Voeux Road. Hongkong, February 6, 1908.

GRAND HOTEL.

NOTE FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

GUIDE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. BEIGERMAN, Proprietor.

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely New Management. Large and comfortable Rooms, excellent Cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to PROPRIETORS.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

Noted for its First Class Cuisine and Perfection of Service.

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BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LTD.
Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan Tomes & Co.

GENERAL MANAGERS

FAIRALL & CO.

**Are Selling for
10 Days Only**

A FEW, VISITING GOWNS, CLOTH SUITS.

GLOVES FOR DAY AND EVENING WEAR.

AT HALF-PRICE.

This Season's Goods

THE

LEEDS FORGE CO., LD., LEEDS

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the design and manufacture of

PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL RAILWAY WAGGONS.

The Underigned have been appointed Sole Agents in Hongkong and

The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd.

AGENTS, BUTTERFIELD & SWIRE

Hongkong, October 3, 1911.

KELLY & WALSH, LTD.

COLONIAL LIBRARY.

\$1.75 Each, 3 for \$5.00.

Child of Storm, H. Rider Haggard.

A Marriage of Inconvenience, Thomas Cobb.

God's Playthings, Marjorie Bowen.

The Harvest Moon, Justus Forman.

The New Gulliver and other Stories, Barry Pain.

The King's Signature, A. & C. Askew.

King-Errant, Flora Annie Steel.

Tainted Lives, Pierre Costello.

Leblanc, Maurice.

The Confessions of Arsene Lupin, Maurice Leblanc.

A Knight of Spain, Marjorie Bowen.

NEW BOOKS.

Notable Women of Modern China, Margaret Burton.

Twice Around the World, Edgar Allan Forbes.

Rhymes of a Rolling Stone, R. W. Service.

The Women Movement, Ellen Key.

The A.B.C. of Coon-can, Cavendish Staunton.

Latin America: Its Basis and Progress, F. Garcia Calderon.

The Rolling of a Massacre Stone, Percy L. Nash.

My Russian Year, Royalty Reynolds.

The Novik, Lieut. A. F. Steer.

Barwon Ballads, J. L. Cuthbertson.

Lost in the Arctic (Albatara Expedition 1904-1912) Mikalson.

Minors and their Story, Mammix.

Down the Mackenzie and Up the Yukon, E. Stewart.

Ogilby's Quizzes, Dictionary.

New Edition up-to-date.

The Everyman Encyclopedia, Edited by A. Boyle. Vol. 1: Cloth.

Minors, Leather.

Ancient Egyptian Legends, M. M. Murray.

The Truth of Christianity, Lieut. W. H. Turpin.

Francis Ormond, C. S. Ross.

Essays in Appreciation, Douglas.

Portraits and Speculations, Arthur Benson.

Way-ide Lamp,

The Oxford Dictionary (Oxford Grammar & More), Seebohm.

Common Sense in Foreign Policy, Sir Harry Johnston.

TECHNOLOGY.

Wireless Telegraphy, Erskine.

Land & Mine Surveying, London.

The Gas, Petrol and Oil Engine, Practice, Clerk & Burns.

Design and Construction of Steel Turbines, Martin.

Achievements of Chemical Science, The Gas, Petrol and Oil Engine, Practice, Clerk & Burns.

Wireless Telegraphy and How to make the Apparatus.

**THE MOST REFRESHING
BEER**

AT ALL TIMES IS

KUPPER

Absolute Purity Guaranteed

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CALDBECK, MACGREGOR & CO.

Hongkong, Sept. 24, 1911.



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AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

General Auctioneers
AND
Share, Coal and
General Brokers.

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"TO-KWA-WAN"
COAL STORAGE.

Codes used:
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A1. TELEGRAPHIC CODE.

Telegraphic Address:
"MEIRION" HONGKONG.

PUBLIC AUCTION.

THE Undernamed have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

FRIDAY,

the 7th March, 1913, at 2.30 P.M., at No. 2, HONGKONG AVENUE, Kowloon.

VALUABLE HOUSEHOLD FURNITURE.

THEIRIN CONTAINED.

Drawing Room Suite (practically new) Carpets and Pile ure, Dining Room Furniture, Bookcases, Crockery and Glassware, Double and Single Bedsteads, Dressing Tables, etc., Bathing Requisites and Kitchen Utensils.

Also Collard & Collard Piano, 400-Day Clock, Gent's Bicycle, Plants in Pots, etc. Catalogues will be issued. On view 6th inst.

HUGHES & HOUGH,
Auctioneers.
Hongkong, February 28, 1913. 293

PUBLIC AUCTION.

THE Undernamed have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

MONDAY,

the 10th March, 1913, at 3 P.M., at FORE-SIDE EAST, No. 144, Magazine Gap.

THE SUNDRY VALUABLE HOUSEHOLD FURNITURE, etc., etc.

THEIRIN CONTAINED.

(Particulars from Catalogue). On view on day of sale. Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 1, 1913. 303

PUBLIC AUCTION.

THE Undernamed have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

THURSDAY,

the 13th March, 1913, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street.

A CONSIGNMENT OF USEFUL HOUSEHOLD LINENS, (ALL NEW GOODS), comprising:

Turkish Towels, Brown Linen Towels, Bath Sheets, Huckaback Towels, Hand-embroidered Pillow Cases, Bath Towels, Single and Double Bed Size Hemstitched Sheets, Honeycomb Quilts, Damask Table Cloths and Serviettes, Roller Towels, Ladies' and Gent's Handkerchiefs, Lace Curtains, 3yds., 3 1/2yds. and 4 1/2yds. Pantry, Tea and Glass Cloth, Gent's English made Tunic Shirts, 15, 16, 18 and 19 1/2in Pyjama Shirts, Socks, Table Covers, Lady's Chemise, Camisoles, Knickers, Night-dresses, Princess Skirts, Gent's Summer Vests, Singlets.

Also A few lots of Table Plate, E.P. Centrepieces, Fruit Dishes with E.P. Handles, Rodgers Cutlery, etc., etc. (In small lots to suit purchasers). Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, February 21, 1913. 291

"NOTES ON WILD LIFE HONGKONG AND SOUTH CHINA."

By the Rev. G. A. HUNBURY, M.A.
To be had at the "CHINA MAIL" Office.

Price:—50 cents

AUCTIONS

G. R. PUBLIC AUCTION.

PARTICULARS and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 10th day of March, 1913, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND at Shaukiwan Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rates to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lots.									
No. of Lot.	Locality.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.	Area in Sq. R.	Area in Sq. L.	Area in Sq. P.	Area in Sq. T.
1.	Shaukiwan Road.	70	70	40	40	3,500	36		
2.	Shaukiwan Road.	70	70	40	40	3,500	36		

HOTELS

STATION HOTEL,
NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS.
BATH-ROOM TO EACH ROOM.

Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.

BILLIARD ROOM.

Private Dining Room.

EXCELLENT CUISINE.

For Particulars apply to

THE MANAGER.

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Hongkong, Feb. 3, 1913. 290

KINGSCLEERE HOTEL,

HONGKONG.

UNRIVALLED position in the Hill District, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

Telephones in Bedrooms and Sitting-rooms throughout.

Telephone No. 1122.

Cable Address: "Seahorse."

A.B.C. Code 5th Ed.

Hongkong, September 1, 1908. 1208

KING EDWARD HOTEL

A

FIRST-CLASS HOTEL.

UNDER EUROPEAN MANAGEMENT.

EXCELLENT ROOMS.

ELECTRIC LIGHTS & LIGHT.

REASONABLE RATES.

TELEPHONE 573.

H. HAYNES, Manager

Hongkong, October 2, 1908 135

WYNDHAM HOTEL,

WYNDHAM (FLOWER) STREET,
Opposite Clock Tower.

LOCATION good for Hillside Scenery and ONLY TWO MINUTES' WALK FROM BUSINESS CENTRE.

Families, Residents and Tourists made thoroughly comfortable.

Terms:—Moderate.

RUN BY FIRST-CLASS LINES.

Under the Personal Supervision of the Proprietress

M. S. HOY.

BRASSIDE PRIVATE HOTEL,

STANDING in its own grounds with Tennis and Croquet Lawns, Large and Well Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone, No. 690.

Apply to Mrs F. W. WATTS,
"Brasside," 20, Macdonnell Road,
Hongkong, September 2, 1908. 18

SIEN TING,

Surgeon-Dentist.

No. 14, D'ARQUER STREET

TERMS VERY MODERATE

Consultation Free.

THE CHINA MAIL

Typhoon Map & Guide.

Price:—50 cents

GEO. P. LAMMERT

AUCTIONEER.

SHARE & GENERAL BROKER.

FOR SALE.

Auxiliary Cruiser Yacht

"FLOVER"

58 feet overall. 12 feet beam.

Trunk built. Trunk chocked. Metal sheathed.

Complete with all deck gear, anchors, etc.

Cabin and Pantry furnishings, etc.

PUBLIC AUCTION.

THE Undernamed has received instructions to sell by Public Auction on

FRIDAY,

the 7th March, 1913, commencing at 2.30 P.M., at No. 6, STEWART TERRACE, (No. 98, The Peak).

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

(Full Particulars from Catalogue). On View from Thursday, the 6th Mar. Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, February 27, 1913. 287

NOTICE.

THE under-named Firm of TAILORS, DRAPERS and OUTFITTERS will commence business from 27th September at their new establishment next to the P. & O. Co's premises.

A great variety of GENTLEMEN'S WEAR and a choice selection of FINE and FANCY GOODS from London and Paris, equal to that of any of the principal houses in this Colony, are displayed in their Show Room.

Visitors cordially welcomed.

A trial order for clothing is respectfully solicited.

A personal visit to our Show Room is sure to result to mutual advantage.

WING FAT CHEONG,
24, Des Vaux Road Central.

Hongkong, September 27, 1912. 1223

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

LESSONS IN CHINESE.

MR LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training. He is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write care of Chinese Mail office or direct to 31, Hollywood Road, 1st floor.

Hongkong, May 17, 1912. 87

THE LONDON DIRECTORY,

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS

in each class of goods. Besides being a complete commercial guide to London and its suburbs, the directory contains lists of EXPORT MERCHANTS

with the goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES

arranged under the Ports to which they sail and indicating the approximate Ballings.

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dealers seeking Agencies can advertise their trade-cards for 2s. or larger advertisements from 2s.

The London Directory Co., Ltd.,
25, Abchurch Lane, London, E.C. 4.

NEWS FROM HOME.

(From Our Own Correspondent).

LONDON, Feb. 5.

THE CHANCELLOR'S JURY.

The Welsh members of the National Liberal Club have presented to the Club a full length portrait of Mr. Lloyd George. The unveiling took place last week when the Chancellor related a good story against himself. Reference to hanging reminded him, he said, of a recent great ceremonial occasion which attracted big crowds of people to the streets of London. Some one said, "I have never seen such a crowd in the streets before." An old Conservative standing by, replied: "Crowd! It's nothing to the crowd that you would see here if they were hanging Lloyd George." At the luncheon which followed the Chancellor announced that he would shortly start his land-campaign. The political situation is intensely interesting, and the Liberals seem to think that so long as the Unionists are saddled with Tariff Reform they can do pretty much as they like. Certainly, there does not appear to be that feeling in the country against the Government which one would expect to find after seven years' power. The truest remark I have seen for some time was that made by a Labour M.P. who said: "The Liberals dig trenches for themselves to fall into, and Mr. Bonar Law comes along and fills them up again." The Unionists have not been happy since the departure of Mr. Balfour, and the policy of Tariff Reform is still undergoing alterations.

SAVAL RELIEFS.

Arrangements were completed yesterday for sending from the Naval Depot, Chatham, new half crews for the armed river steamers Teal, Mooton, Woodcock, Robin, and Sandpiper, and a crew for the Flame. The men embarked on board the Royal Arthur for passage to the China Station. A new crew for the Whiting also embarked on the Royal Arthur, which will call at Devonport for new crews for the Otter and Virago, and new half crews for the armed river steamers Wildgoose, Woodcock, Snipe, Nightingale, and Kinsla, and a half crew for the Tanager.

The King Arthur was paid off on Monday from service in the Training Squadron, and was recommissioned by Capt. T. B. W. Kennedy with a reduced nucleus crew for training duties.

THE ADVISORY COMMITTEE OF THE M.C.C.

is tackling the delicate problem of the reform of the County Championship. Lord Hawke, whose lifelong devotion to the game entitles his opinion to command the greatest respect, is in favour of all counties playing each other. This means a first division of twelve counties and the retirement of four of the present shires. I do not think, however, that the new championship will be run on the lines of the Football League, but the M.C.C. will have power to interchange as they deem wise in the interests of all concerned. They will take into consideration not only the cricket, but also the finances of a club, and the position it has held for the last 30 or 40 years.

To those who are keenly interested it is very gratifying to find that Lord Hawke accepts the principle of two divisions, with inter-relationships. Years have been spent in moving over so far. The county clubs desire a greater interest in the game, and there is no surer method to awaken curiosity than for the counties to gain their respective positions as a reward of skill. The popularity of cricket can only be saved by a progressive policy in accord with the spirit of the age, a spirit of legitimate competition, of just reward, and of the relegation of the unfit to a lower sphere.

THE NEW JAPAN.

Prebendary H. E. Fox of Trinity College, Cambridge, for many years secretary of the Church Missionary Society, has given it as his opinion that the Japanese are distinctly a religious people, and are ready for Christianity. The statement was made at a gathering of a remarkable character at Oxford on the occasion of the 85th Church Missionary breakfast. Prebendary Fox has just returned from a visit to Japan, and he says that the Jap has the most adaptable mind he ever came across. Not long ago the Japanese Government called a Conference of representative men from the Buddhists, Shintoiets, and Christians. This was the first time that the Christians had been officially recognised, and the meeting was to discuss the question of religion on the morals of the country. The Japanese Government, apparently, has got alarmed at the decadence of a great deal of the national character by its touch with the Western world.

With regard to India, the rev. gentleman said that they had destroyed to some extent the belief of the people of India in their own religions, and woe to England if we did not substitute something better.

EMERGENCY STUDENTS' GIFT.

An unusually interesting function took place at the War Office last week, when Colonel Seely accepted, on behalf of the Army Council, the gift of a Blériot aeroplane subscribed for by students of the "International" Correspondence Schools in all parts of the British Empire. Included in the subscription list were Straits Chinese, natives of India, South African Dutch, and, in fact, representatives of all the British Dominions overseas. Colonel Seely described the donation as absolutely unique. All other deputations, he said, had asked him to give them something; this deputation came to give him something. The students had shown their patriotism in a very practical way.

The aeroplane is the one with which Mr. Robert Slack, a student, made his aerial tour of Great Britain in June of last year, when he flew 1,700 miles without a mishap. The maximum subscription was one guinea, and there were 100 subscribers.

STYRAN HOTEL.

Mr D. W. Wade

Mr A. C. Cochrane

Mr A. C. Cochrane

Mr A. C. Cochrane

Mr A. C. Cochrane

Mr A. C. Cochrane

Mr A. C. Cochrane

Mr A. C. Cochrane

Mr A. C. Cochrane

Mr A. C. Cochrane

'O. T.'

SAMPLES MAY BE

OBTAINED ON

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TO

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Hongkong, April 11, 1912.

INDEPENDENCE FOR THE PHILIPPINES.

(From the Special Correspondent at Manila of the "London & China Express.")

With the advent of the democrats to power comes the news that it is almost a certainty that the Philippines will soon be granted the independence they so dearly fought and longed for. The Jones Bill, which provides for a probationary period of eight years from July 4 next, and full independence in 1921, should the Filipinos prove themselves capable of running their own affairs, apparently has the favourable endorsement of President-Elect Woodrow Wilson. On receipt of the news here the local American Press became hysterical in its denunciation of the measure, while the Filipino Press was as violently hysterical in its elation. The truth has somewhat simmered down, and gleams of common sense are becoming apparent on both sides, but a certain unnecessary bitterness of feeling was engendered while the exchange of caustic and ill-judged criticisms was going on. Naturally, in a misguided and reckless indulging contest, there is little to be gleaned that is of value to a proper appreciation of the situation, and less than nothing to guide one in a forecast of future results if independence be granted. The argument most insistently urged upon the Philippines by the American local press against the projected measure is that if they are granted absolute independence, they would become a laborer be absorbed by Japan, France, Great Britain, or Germany. What a commentary on the progress of modern civilization! It goes without saying that these Powers, having large interests in the Far East, will watch with the keenest interest the birth and development of this new Republic; but even were ambition to warp their standards of integrity, it is more than likely that they will foster its growth in order to preserve the balance of power in these regions, for the very reason of not endangering their neighbouring possessions. And, besides, none of the Powers would lightly dare to offend the United States by immediately trying to step into its vacant place.

DANGERS OF INTERNAL DISSENSIONS.

The danger to the success of the new Republic lies rather in the possibility of internal dissensions or absorption of the Filipino race by the unlimited admission of immigrants from the overcrowded countries of China and Japan than from outside armed aggression. The danger of internal dissension cannot be lightly treated in a country peopled by 84 different tribes speaking 27 different dialects. And it is still a disputed question as to whether the Filipinos can be considered or not as a nation. Before the advent of the Spaniards they certainly were not. The different tribes or races were ruled independently of each other by petty rulers. But it must be admitted that since several years prior to the revolt against Spain in 1899 very rapid strides have been made towards the nationalisation of the people, and it is a matter of history that the whole people were united as one in armed opposition to American rule, so that we may almost say to-day that the Filipinos are a nation formed by the evolution of a revolution. The question is, whether if given immediate independence, they would remain a united race?

There is the possibility that the Tagalog race, which practically dominates the north, might be ambitious to become predominant throughout the whole archipelago, in which case it is certain that the slower but more tenacious Visayans would dispute their rule in the southern islands. Such a split between the leading factors would spell chaos, for the moros or muslims of Mindanao, Iloilo, de Basilan and Sulu would break loose and form an independent government and would not doubt revert to their old trade of piracy. The turbulent tribes were in constant revolt against the Spanish Government, and are practically so to-day against the United States Government. There is certainly no indication at the present time of writing that such a split is ever likely to occur, but nevertheless the possibility of the danger is there.

THE QUESTION OF ABSORPTION BY IMMIGRATION.

With the granting of independence comes the danger of absorption by immigration. Under Spanish rule the number of Chinese allowed to enter the islands was limited, and when the country came under American rule it was blanketed under the United States Immigration Act, but it is highly improbable that either China or Japan would stand such restriction from the Filipino Republic. It is notorious that both of these overcrowded countries are continually seeking an outlet for their surplus population, and with no restriction to bar their entry they

Odol
The natty flat taste on waking in the morning is due to an excessive development of bacteria in the mouth during sleep. The infallible antidote is rinsing the mouth with Odol before retiring, to rest.

would pour a continual stream of emigrants into the islands. Now past experience here has shown that the Chinese who have remained in the islands served but a short apprenticeship as coolies before they blossomed out into merchants and traders. Some half of the bulk of the commerce and trading is to-day in their hands. The half-breed race that has sprung from them by Filipino wives predominates in the richest sugar districts as landed proprietors. When such a condition exists in spite of restricted immigration, what will be the ultimate fate of the pure blooded Filipino race if the barriers are let down? This is the greatest menace to their independence (as independence should be properly understood) that the Filipinos have to fear, and it should make them ponder very seriously before accepting absolute independence from the United States.

For the rest, the Filipinos have shown evidence during the last few years of being able to manage their own affairs, and will no doubt prove at the end of the probationary term that they are capable of self-government. The democrats, in proposing to grant these Islands independence, after a probationary period, are simply carrying out the pledge given by the American people through their Republican representatives, and the dignity of a nation requires that its pledges should be kept. In this premise the Filipinos are entitled to their chance, and it is entirely due to them to be allowed to judge of the wisdom of their choice.

THE CHINA COAST GAZETTE.

Mr. A. Buhre, second officer, Taishan, has gone chief officer, Kwangchi.

Mr. H. Cornwell has been appointed second officer, Tashan.

Capt. J. Whitlaw of the Kiangyang, is on leave.

Capt. W. B. Wilks of the Toonan, has gone master, Kiangyang.

Mr. A. Wood, second engineer, Feiching, is on leave.

Mr. C. Stirling, third engineer Kungping, has gone third engineer, Feiching.

Mr. C. Strangman, third engineer, Kiangyang is on leave.

Mr. P. Stewart, third engineer, Toonan, has gone third engineer Kiangyang.

Mr. J. Lang, third engineer, Feiching, has gone acting second engineer, same ship.

Mr. S. Smith, second officer, Kiangyang, is on leave.

Mr. R. Heintz, third officer, Kiangyang, has gone second officer, same ship.

Mr. J. Fitzpatrick, second engineer, Wingsang, has gone acting chief engineer, same ship.

Mr. J. B. Orament, chief engineer, Wingsang, is on leave.

Mr. A. L. Mowforth, supernumerary second officer, Yuensang, has resigned.

Mr. J. L. Beal, third engineer, Loong-sang, has gone acting second engineer, Wingsang.

Mr. T. Thomson has been appointed third engineer, Hangang.

Mr. V. J. Byrne, third engineer, Hangang, has gone acting second engineer, Yuensang.

Mr. B. M. Aveline, second engineer, Yuensang, has resigned.

Mr. C. R. Spittle has rejoined as supernumerary second officer, Yuensang.

Mr. A. N. Morrison, third engineer, Onasang, has gone third engineer, Fooksang.

Mr. J. Smith, third engineer, Fooksang, has gone third engineer, Loongsang.

Mr. C. Baader, third engineer, Loong-sang, has gone third engineer, Onasang.

Mr. H. O. Pritchard, supernumerary, Onasang, has gone second officer, same ship.

Mr. P. P. Fladgate, second officer, Onasang, has resigned.

Mr. F. F. Hamilton, from leave, has gone supernumerary second officer, Onasang.

Mr. R. C. Thomson, second officer, Wosang, has gone second officer, Luensho.

Mr. W. B. Paton, second officer, Luensho, has resigned.

Mr. A. L. Burton, from leave, has gone chief officer, Kwangchi.

Mr. E. B. Smith, chief officer, Kwangchi, is awaiting orders.

Captain D. H. Davies, from leave, has gone master, Kalang.

Mr. W. G. Cowan, acting master, Kalang, is awaiting orders.

Mr. H. George, supernumerary, Hain Peking, has gone supernumerary second engineer, Shengking.

Mr. J. H. Cameron, acting second engineer, Shengking, has gone third engineer, same ship.

Mr. D. McDowell, third engineer, Shengking, has gone third engineer, Wingan.

Captain Chas. Appleby and Engineer, Wingan.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
Alacrity	despatch-boat	1700	12	2000	Comdr. O. L. Lamb	Hongkong
Admiralty	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Prichard	Yangtze River
Britomart	river gunboat	710	2	900	Lt.-Comdr. W. H. Darvall	Yangtze River
Odin	gunboat	1070	6	1400	Comdr. H. P. E. T. Williams	Shanghai
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	aloop	1070	8	1400	Comdr. Colin Mackenzie, D.S.O.	Canton
Fame	torpedo boat destroyer	360	6	5700	Lt.-Comdr. Wilkinson	Hongkong
Flora	cruiser, 2nd class	4380	10	7000	Capt. C. F. Corbett, M.V.O.	Hongkong
Hampshire	cruiser, 1st class	10,630	10	20,500	Capt. Cuthbert E. Hunter	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Brickendon	Hongkong
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. Boddan-Whitham	Hongkong
East	cruiser, 1st class	9000	14	22,000	Capt. A. T. Hunt, C.S.I.	West River
Kinsale	river gunboat	614	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	aloop	1140	—	—	Capt. F. C. C. Pasco	Hongkong
Minotaur	cruiser, 1st class	14,800	—	27,000	Capt. G. O. Cayley	Hongkong
Momouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. F. Bartolot	en route to Kobe
Moorehead	river gunboat	180	2	800	Lt.-Com. Alan Dixon	Shanghai
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Pawlett	Yangtze River
Nightingale	river gunboat	85	2	240	Lt.-Com. Malcolm Murray	Hongkong
Otter	torpedo boat destroyer	350	6	6300	Lt.-Comdr. E. T. R. Chambers	Hongkong
Ribble	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Hongkong
Rosario	depot ship, submarines	980	—	1400	Lt.-Comdr. N. E. Archdale	West River
Robin	river gunboat	85	2	240	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. J. A. S. Hutton	Yangtze River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Lealle	Hongkong
Taku	torpedo boat destroyer	350	6	8500	Gunner W. H. Ryder	Hongkong
Tamar	receiving ship	4650	—	—	Commodore R. H. Austruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Yangtze River
Uk	torpedo boat destroyer	590	—	7500	Lt.-Comdr. Maxwell	Hongkong
Virago	torpedo boat destroyer	355	6	6300	Lt.-Com. H. D. Adair-Hall	Hongkong
Welland	torpedo boat destroyer	590	—	7500	Comdr. Seymour	Hongkong
Whiting	torpedo boat destroyer	380	6	5900	Lt.-Comdr. R. Neville	Hongkong
Widgeon	river gunboat	195	2	800	Lt.-Com. J. C. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	180	2	500	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	180	2	500	Lt.-Comdr. Lloyd	Shanghai
C.38	submarine	—	—	—	Lt. O. Godfrey Herbert	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong
C.39	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
.036	torpedo boat	—	—	—	Lt. Comdr. Suleman	Hongkong
.037	torpedo boat	—	—	—	Lt. Comdr. Nicol	Hongkong
.038	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

* Flagship of Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nauta	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Vercoe	Shanghai
Kleber	French armoured cruiser	9770	12	18,500	Capt. Gouts	Hongkong
Decade	French gunboat	845	10	1700	Lt.-Comdr. Vandier	Salgon
Argus	French river gunboat	180	6	570	Lt.-Comdr. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lt.-Comdr. de Jerville	Canton
Peiho	French gunboat	120	—	—	Lt.-Comdr. Collis	Tientsin
Dordard de Lagree	French gunboat	—	—	—	Lt.-Comdr. Dupuy Duteamp	Tientsin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lt.-Comdr. Bolux	Salgon
Protee	French sub-marine	—	—	—	Lt.-Comdr. Bolux	Salgon
* Styx	French armoured gunboat	1738	10	1700	Lt.-Comdr. Guillaume-Louis	Salgon
Fronde	French destroyer	350	7	303	Lt.-Comdr. Aurillac	Salgon
d'Arville	French destroyer	—	—	—	Capt. de Frigate Roussin	Hongkong
Pistolet	French destroyer	130	7	300	Comdr. de Marquessac	Salgon
Mousquet	French destroyer	307	6	300	—	Salgon
Manche	French surveying-ship	1625	10	9000	Comdr. Voinin	Salgon
* Flagship of Capt. (Commodore) Boucincaut, Commanding the local defence Indo-China.						
London	German cruiser	3600	22	13,500	Capt. v. Restoff	Swatow
Gaussenau	German armoured cruiser	11,600	36	28,000	Captain Brunninghaus	Tientsin
Ilia	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Bolnack	Tientsin
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Miniburg	German cruiser	3400	22	13,500	Capt. Murrberger	Hongkong
Otter	German river gunboat	—	—	—	Capt. Liut. Frie	Yangtze River
Scharnhorst	German flag ship	11,600	36	28,000	Capt. Rising	Tientsin
S. 90	German torpedo-boat	400	8	6500	Capt. Liut. Barrenberg	Tientsin
Taku	German torpedo-boat	280	4	6000	Obst. z. S. Classen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tientsin
Tientsin	German river gunboat	223	4	1300	Capt. v. Frie. Speth v. Schulburg	Canton
Vaterland	German river gunboat	223	4	500	Obst. z. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sonmi Florenard	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patris	Portuguese gunboat	700	—	—	Captain José de Carvalho Orto	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
U.S. submarine	—	—	—	—	Ensign J. McQ. Murray	Cavite
U.S. submarine	—	—	—	—	Lt.-Comdr. E. D. McWhorter	Cavite
U.S. submarine	—	—	—	—	Ensign J. C. Van de Carr	Cavite
U.S. submarine	—	—	—	—	Ensign C. M. Yates	Cavite
U.S. protected cruiser	—	3430	10	7500	Com. M. L. Bristol	Cavite
U.S. torpedo-boat destroyer	—	420	7	8000	Ensign H. A. Jones	Cavite
U.S. torpedo-boat destroyer	—	420	7	8000	Lt.-Comdr. B. Hill	Cavite
U.S. gunboat	—	243	8	250	Ensign W. L. Heberg	Cavite
U.S. torpedo-boat destroyer	—	420	7	8000	Lt.-Comdr. F. J. Fletcher	Cavite
U.S. protected cruiser	—	3183	11	10,000	Comdr. S. S. Robinson	Cavite
U.S. torpedo-boat destroyer	—	420	7	8000	Lt.-Comdr. C. A. Woodruff	Cavite
U.S. torpedo-boat destroyer	—	420	7	8000	Lt.-Comdr. E. H. Green	Cavite
U.S. gunboat	—	620	4	1988	Lt. Comdr. S. Gannon	Shanghai
U.S. gunboat	—	1393	6	800	Comdr. G. B. Marvell	Shanghai
U.S. station ship	—	1900	6	1100	Lt.-Comdr. R. V. Lowry	Cavite
U.S. monitor	—	3990	6	3000	Lt. E. P. Swire	Cavite
U.S. monitor	—	4064	4	5377	Commander J. V. Chase	Cavite
U.S. monitor	—	443	8	—	Lt.-Comdr. B. B. Taylor	Cavite
U.S. gunboat	—	364	2	1600	Lt.-Comdr. S. W. Wallace	Cavite
U.S. gunboat	—	3085	—	—	Lt.-Comdr. W. O. Wallace	Cavite
U.S. gunboat	—	350	2	208	Lt.-Comdr. J. J. Hannigan	Shanghai
U.S. gunboat	—	4380	14	1800	Lt. Comdr. D. W. Wirtzbaugh	Shanghai
U.S. cruiser	—	843	8	250	Lt. G. C. Dickman	Shanghai
U.S. gunboat	—	6115	14	17,401	Comdr. H. A. Wiley	Shanghai
U.S. armoured cruiser	—	970	9	508	Lt.-Comdr. E. Durr	Shanghai
U.S. gunboat	—	1297	8	1284	Comdr. J. F. Hubbard	Hongkong
U.S. gunboat	—	463	—	650	Chief Boatswain P. E. Radcliffe	Hongkong
* U.S.S. Savings Flagship of Rear-Admiral R. S. H. Schenck, Commander-in-Chief, United States Asiatic Fleet, en route to Cavite.						

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WONG PING WA, Manager.

Hongkong, April 1, 1912.

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BIJOU

9.15 P.M. TO-NIGHT 9.15 P.M.

TREAT GALE ON HOME COAST

The Adventures of Dick and Harry.
The Timid Lover. Max Conventual.
The Luxembourg Gardens.

Miss CECILE STEPHANO

Angus MacDonald.

(b) Asleep on the Deep.

Miss VIOLET BONETTA

The Old Town.

(c) She forgot to bring back.

ARRANGES AT ALL MATINEES.

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LES MISERABLES.

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Length 11,600 feet.

PICTURES ONLY 7.15 P.M.

the matter. The Aerial Navigation Act is now law, and it is pleasing to note that it does not err on the side of leniency, for in such a matter over-stringency is a virtue rather than the reverse. We have already commented upon this necessary and useful piece of legislation, and again refer to it in connection with the new Rules and Regulations just issued. Reuter informs us, by Mr. McKenna, the Home Secretary, in virtue of the powers conferred by the new Act. A glance at Mr. McKenna's "Regulations" conclusively shows that the authorities intend to make full use of the powers granted by Parliament. Briefly, the new Regulations, which Mr. McKenna has issued in the shape of "lengthy orders" aim—(and aim very effectually) at "controlling aircraft from abroad" and "defining the areas for landing"; also—which is more important—pointing out, in accordance with the Act, that "it is permissible for officers to fire at foreign aircraft contravening any of the said clauses of the Act." It may therefore be safely concluded that the British Isles are not likely to have many more surreptitious visits from audacious aviators. Aeroplanes or any kind of airships "may not enter Ireland," the Act states, and can only enter Scotland at a remote part in the North East. The total prohibition in regard to Ireland may, in view of the long continued ferment in that fair country, possibly appear to the perverted Son of Erin as another injustice to "ould Ireland," but there can be no doubt that it is safer to run the risk of our Irish friends' wrath than to give them the opportunity of (in a weak moment) attempting to "get even" with the Sassanach by helping, directly or indirectly, those who wish to hinder the United Kingdom. Prevention is better than cure; and after all, this doubtless means nothing more than a policy put into force after mature consideration had been given to it. With regard to England, three places in the East and four in the South coasts are the areas where aircraft may (after complying with certain stipulations) land. No fewer than fifty areas are mentioned as being "prohibited," these, of course, including dockyards, wireless stations, arsenals, railway stations used for the transportation of troops. Certain landmarks near fortresses and military works are also among the specially guarded areas; and it is further stated that any aircraft entering the country "will not be permitted to carry cameras, homing pigeons, firearms or wireless apparatus."

It is therefore clear that the Act is comprehensive and if it may at present be considered, by those not over-conspicuous for goodwill towards the British, as somewhat premature, it will certainly tend to alleviate the very just apprehensions which many people had good reason to entertain. There can be no doubt that the time, predicted long ago—in fiction, strange to say, more often than in fact) has come when aircraft is certain to play a tremendous part in any kind of warfare that may arise between European nations; and that being the case the British nation would not give much evidence of that solid, practical, good sense for which they are conspicuous were they not to be fully prepared for any and all likely emergencies that doubtless might easily arise in consequence of the advent of aircraft. The Aerial Navigation Act and the powers it confers and the manner in which those powers are being used indicate that the British in this, as in other things, prefer to take no risks, and are, in consequence, fully prepared for nocturnal or any other kind of surreptitious visits to their shores.

Five steamers, the Shengking, Feng-tian, Kiangsing, Anping, and Hanchi left Shanghai for Tientsin via Chaoow on February 22 in anticipation of the opening of the port. In spite of the amount of through traffic that is being carried by the Tientsin-Peking Railway, all the steamers were filled to their utmost capacity. On that day the river was reported free of ice as far as Haiho and on February 25 it was clear to Tientsin, the first steamers arriving on that date—C. S. and E. Gazette.

THE CHINA MAIL

GREAT BRITAIN AND
AIRCRAFT.

HONGKONG, THURSDAY, MARCH 6, 1913.

MEMOS FOR TO-MORROW.

Annual Flower Show.

9 p.m.—Y.M.C.A. Minstrel Troupe at Theatre Royal.

General Memoranda.

SATURDAY, March 8:—

Hongkong Hotel Meeting.

9 p.m.—First re-appearance of the Court Cards.

SUNDAY, March 9:—

Field Day for H.K. Volunteer Reserves.

MONDAY, March 10:—

3 p.m.—Sale of Crown Land at P.W.D.

WEDNESDAY, March 12:—

Noon—Hongkong Fire Insurance Co.'s Meeting.

SATURDAY, March 15:—

Noon—Hongkong Rope Manufacturing Co.'s Meeting.

MONDAY, March 17:—

St. Patrick's Day.

Noon—Hongkong and Whampoa Dock Co.'s Meeting.

5.30 p.m.—Organ Recital at St. John's Cathedral.

TUESDAY, March 18:—

Criminal Sessions.

THURSDAY, March 20:—

Noon—China Fire Insurance Co. Meeting.

FRIDAY, March 21:—

Good Friday. General Holiday.

9.15 p.m.—Selections from Handel's "Messiah" in St. John's Cathedral.

SATURDAY, March 22:—

Total Eclipse of the Moon: Middle of Eclipse 7h 57. 9m. p.m.

SUNDAY, March 23:—

Easter Day.

MONDAY, March 24:—

Easter Monday; Bank Holiday.

SATURDAY, March 29:—

Hongkong Regatta.

MONDAY, March 31:—

Prince Henry's birthday (1900).

NEWS OF THE DAY.

H. W. Destroyers "Fame," "Whit-
ing," "Viggo," "Janus," and "Torpedo
Boat 033" and 038 returned to harbour this
morning after the manoeuvres.

Before Mr. Hazland at the Police
Court yesterday, a Chinese was fined
\$7 or 14 days for being in unlawful
possession of sugar at West Point.

A Chinese aged 24 years has been
found on the hillside of Man Kong Uk,
Hangshau, wandering about in an un-
sound state of mind. He was taken to hospital.

At the Magistrate's yesterday before Mr.
Hazland, a man was charged by Inspector
McDonald with stealing burners from
lamps in Connaught Road. He was sen-
tenced to four months' imprisonment and
four hours' stocks.

At the Magistrate's yesterday before Mr.
Hazland, Sgt. Adlington charged a
Chinese with assaulting a woman at No. 7,
Kennedy Town. The defendant
was fined \$10 or one month and was bound
over for twelve months to keep the peace.

At the Magistrate's yesterday before Mr.
Hazland a Chinese was charged by Sgt.
Ogg with assaulting another Chinese with
an iron chisel at Wanchai. The defendant
alleged that the other man not only stole
his chisel, but struck him first. A fine of
\$7 or 14 days was imposed.

A man named Leung Kwong Fuk,
aged 30 years, a fisherman, was admitted
to the Ho Miu Ling Hospital on Monday
suffering from injuries received whilst
dashing with dynamite at Deep Bay, in
Chinese waters, and died the following day.

The B.L.S.N. Co.'s steamer Waroonga
which arrived here on Tuesday has been
sold to the Japanese and is now on her way
North on her last trip under the
British flag. The Waroonga is 1,600
tons net reg. and was built in 1882 by
Messrs. A. and J. Inglis of Glasgow.

The local agent of the Canadian
Pacific Railway Company's Royal Mail
Steamship Line, states:—We are in receipt
of advice from our Yokohama Office to the
effect that they had received a wireless
message from the Commander of the
"Empress of India," 880 miles out,
reporting "All Well" and that he expected
to arrive at Yokohama on Friday, March
7th, at 2 p.m.

The Management of the Kowloon
Canton Railway are to-day advertising an
accelerated and additional express train
service between Kowloon and Canton. It
will now be possible to leave Hongkong in
the morning, spend a few hours at Canton,
and return again the same evening. The
new arrangement should prove popular
particularly as reduced fares are offered.

The exodus of Chinese emigrants to
the Straits after the New Year has set
in with full force, over 5,000 having de-
parted in three steamers since the 1st
of this month. In favour of the fact
that the Chinese New Year made less
difference than in past year, a record
emigration for February (which is gener-
ally small) was established this year,
more leaving than in any previous Feb-
ruary.

The Kwantung Government has now
under contemplation, says the "Manchuria
Daily News," the construction of a fog
signal on South Sanhsantao Island, and
lighthouses and fog signals on Ento Island
and Encounter Rock. The proposed
undertakings will be put in hand from the
next fiscal year. The work on Sanhsantao
Island is expected to require five months,
that on Ento Island a year, and the
one on Encounter Rock two years.

In connection with the robbery at 3,
Coronation Terrace, Causeway Road, on Sun-
day morning, Lance-Sergeant Wills brought
a man before Mr. Hazland at the Magis-
tracy yesterday and charged him with
complicity in the affair. The accused
was arrested on the train as he was
about to leave for Canton, and had some
of the jewellery which was stolen in his
possession. The man, who pleaded guilty
to robbery, but not to violence, was
formally remanded for a week.

At the Magistrate's yesterday before
Mr. Hazland three Chinese, one of
whom was defended by Mr. Golding,
solicitor, were charged by Sgt. Brown
with kidnapping a boy from Yau-mai.
Sgt. Brown said that on January
18th the three defendants and another
man not in custody arranged the kidnap-
ing of the boy. He was taken to Pak
Sha and sold to a woman for \$40, but
was found by the Canton police and sent
back here.

The steel pontoon hulk that is being
constructed by the Shanghai Dock Co. at
Pookang for the Blue Funnel Company at
Hankow was launched from the slips on
February 24 and moored at the Old Dock
Baoy. The hulk, which is the first craft
to be constructed locally on the Shanghai
system, is of the following dimensions:—
Length 384ft., breadth 45 and depth,
moulded, 12ft. and is constructed to take
3,500 tons deadweight on a draft of 10ft.
She is the largest pontoon hulk that has
so far been constructed in China.—C. S.
and E. Gazette.

GROUP CAN BE PREVENTED.
WHEN figures as to the group
cough appears Chamberlain's
Remedy will ward off an attack of
croup and prevent all danger, and cause of
anxiety. Thousands of mothers use it suc-
cessfully. For sale by all Chemists and
Druggists.

NEWS OF THE DAY.

Before Mr. Melbourn at the Magis-
tracy yesterday, a tram conductor was
charged by a Chinese woman with steal-
ing two sovereigns which became de-
tached from her bangle after she had
fallen from a tram-car which was going
to the race course. Mr. Melbourn dis-
missed the case after hearing the
evidence.

Extensive manoeuvres, attacking and
defending the strategic points of the
Colony, have been under way during the
past two days. Yesterday a spirited at-
tack was in evidence on the Lycomon and
Pottinger Forts from the hills to the
north. To an outsider approaching from
the sea it looked very real to see the
spurts of smoke puffing forth from the
mountain tops, and to hear the faint roar
of the guns and the answering roar of
the 9.2's from Pottinger Fort.

The following candidates have been
successful in their Board of Trade
Examinations during the past month:—
Charles Ward Stuart, master.
George Ainger Gordon Chayne, 1st class
engineer.
John Joseph Brooks, 2nd class engineer.
Robert Winterston, 2nd class engineer.
John Duncan Macintyre, 2nd class
engineer.
Adolf Knobloch, river mate.
William Robert Sutton, river master.
Walter Louis Martynski, 1st class
engineer.
Thomas Hawkins, 2nd class engineer.
William George Bolton, 1st mate.
William Christopher McCracken, 2nd
class engineer.

SOCIAL AND PERSONAL.

The late Mr. Thomas Peckernell, of
King's Heath, Worcester-shire, for many
years the leading amateur steepchase
rider, riding as "Mr. Thomas" in the
Grand National on seventeen occasions,
winning in 1880 on Anas, in 1871 on The
Lamb, and in 1875 on Pat'sfinder, who
was aged seventy-eight, left estate valued
for probate at £244.

The Rev. Dr. Arvat, who has been
for many years engaged in mission work
in China, is accompanying the Rev. Fr. Spada
to Italy on the 13th. inst. Fr. Arvat has
been recommended to leave the East for
reasons of health, and will take with him
the good wishes of the Catholics of Hong-
kong for his speedy recovery. He was the
founder of the Ladies Library at the
Mission House.

ESCAPED PRISONER RE- ARRESTED.

Before Mr. Melbourn, at the Magistrate's
yesterday, application was made by the Hong-
kong police on behalf of Mr. R. G. M.
Eves for the extradition papers to be put
in order for the handing over from the
Macao authorities of Wo Kon, alias Wong
Kam, alias Li Chan, who was arrested on
Sept. 4th, 1912, on a charge of breaking
into the house of Mr. McEwen, Resou-
field Avenue. The defendant escaped from
police custody whilst he was in hospital on
Sept. 5th. He was re-arrested at Macao
by the Chief Chinese Detective of the
Macao police.
Detective Sgt. Watt had charged the
man with returning from banishment.
The application was granted by Mr.
Melbourn.
Inspector Watt is in charge of the case.

THE MARINE COURT.

At the Marine Court to-day before Com-
mander Basil Taylor, R.N., the masters of
the steam launches Tajoo Shin O and
Kwong Lee were summoned by P. C.
Evans for remaining alongside Observation
Place in such a manner as to prevent free
access of other vessels at 1.30 p.m. on
March 1st, they not being engaged in
taking or landing passengers or cargo. The
defendants were fined \$10 or one month
each.

A boatwoman was fined \$10 or one
month for carrying 11 passengers in excess
of the number allowed by licence.
\$3 or 14 days each was the penalty im-
posed upon a boatman and boatwoman
who were charged by P. C. Moss with
failing to exhibit the regulation lights on
their boats while under way in the harbour
yesterday.

HONGKONG VOLUNTEER RESERVES.

A prize meeting will be held at Kings
Park Range on Easter Monday the 24th
instant. Only members who have com-
pleted Musketry and Drills will be allowed
to compete. Programme of events will
be issued later.

ANNUAL INSPECTION.
The Annual Inspection will be held on
Thursday the 27th March at 5.30 p.m.
Parade at Volunteer Headquarters. Dress
Uniform with Rifles. Every member in
order to be efficient must be present at the
Inspection or obtain exemption from the
President.

FIELD DAY.
Sunday March 30th. Fall in at Volunteer
Headquarters at 9.30 a.m. The President
has set every member who can possibly
do so will attend this parade.

ANNUAL DINNER.
The Annual Dinner and presentation of
prizes will be held at Volunteer Head-
quarters on Saturday the 29th instant.
Members intending to be present are
requested to forward their names to the
Secretary together with the names of any
guests they may wish to ask. Cost of
dinner \$3.50 per head.

CRIMINAL SESSIONS.

The Criminal Sessions, which were
adjourned on Wednesday to allow of the
hearing of some motions in the Full
Court, were resumed this morning before
the Chief Justice, Sir William Rees
Davies, K.C.

The first charge heard was one of gang
robbery with violence at Tai Hang village
on January 15 predated against two men,
Lung, Cheung and Wong Yu. Prisoners
pleaded not guilty. They were unrepresen-
ted, the Crown Solicitor, Mr. J. H.
Kemp, conducting the prosecution.

The following gentlemen were sworn
on the jury: Messrs. W. D. Bell (for-
man), F. Astroom, E. F. Ansell, A.
McTurk Smith, G. H. Banning, G. H.
McC. Banning, D. K. Blair and T. J.
Fisher.

Before the case was proceeded with the
Chief Justice expressed to the jury his
regret that owing to the present pressure
of business in the Courts they had been
kept waiting some time for the case to be
called on.

The Crown Solicitor informed the
Court that at 6.30 on the evening of
January 15 six men entered a house in
Tai Hang village. Two of them who had
revolvers entered a ground floor cubicle
of a house and threatened a man whom
they found there. The others went up-
stairs, where they tied up and tried to
gag a maid-servant and stole two rings
valued at \$170. The servant raised the
alarm and the men ran from the house
and scattered. The two prisoners were
caught as they were running from the
house just after the alarm was raised.
In addition to this fact against them
there was also against the first prisoner
the further piece of evidence that in his
pocket a gag was found by the Indian
constable who arrested him, and next
morning another gag and a knife were
found at his residence. The other man
made an incriminating statement when
charged, and pepper was found in his
possession. As was well known this was
often used by robbers to blind their vic-
tims.

After hearing the evidence of the wit-
nesses the jury found the prisoners guilty
and they were sentenced to seven years'
imprisonment. They were also ordered
to receive fifteen lashes of the "cat."

CHARGE OF KIDNAPPING.
Cheung Sui Wong, a young man, was
prosecuted by the Crown Solicitor before
the same jury for child-stealing.

The case for the prosecution was that
on December 14 the child in question dis-
appeared from his mother's house at Yau-
mat, at 7.30 a.m. The child was found
at 5 o'clock the same day on the s.s.
Sui Tai while she was near Macao by a
painter on the ship, who being suspi-
cious, questioned him and the man in
whose charge the child was. Prisoner
denied the boy as a relation and tried
to prevent his answering the questions
put to him. The painter took prisoner to
the pursar of the ship, who detained him,
and later he was extradited from Macao.
Prisoner was found guilty and sen-
tenced to five years' imprisonment and
ordered fourteen strokes of the birch.

ROBBERY AT LYEE-MUN.
A young man of the coolie class named
Ip Ki Loi was indicted for the commis-
sion of an armed robbery, with others not
in custody, at Lyee-mun village on Feb.
4, and also for receiving stolen goods,
the proceeds of the robbery.

The following jury was empanelled:
Messrs. E. J. de Figueiredo, E. D. Zac-
ary, C. M. Castro, S. M. Levy, R. W.
Bristow, G. H. Wilson and J. A. Young.
The Crown Solicitor, who prosecuted,
stated that at 12.30 a.m. on February 4
prisoner and another man entered the
house of a quarry man at Lyee-mun
village, proceeded down the household-
er, tied him up and then proceeded to ran-
sack the house, taking away cash and
goods. Prisoner was known to the house-
holder and had been for about ten years.
The prosecutor went across the channel
to Shaikwan police station, but as the
robbery was committed in the Kowloon
City police district he was sent there.
This was fortunate for him for on the
road at Kowloon he met the prisoner
with a bag. When prisoner saw him he
ran away, but was caught with the
assistance of another man and taken to
Yau-mai police station. Prisoner stated
that he found the bag, which contained
stolen articles, on the roadway, but he
omitted to account for other stolen arti-
cles which were found in his pocket.

Prosecutor, who said he owned a stone
quarry, stated in the course of his evi-
dence that prisoner threatened to "poke
him to death" with a pointed bamboo
pole, which was produced in Court.
Prisoner, who said nothing in his de-
fence, was found guilty upon both counts,
and was sentenced to four years' hard
labour and ordered ten strokes of the
cat.

THE ILL-FATED EXPEDITION.
The Secretary of the Imperial Merchant
Service Guild writes:—One of the leading
members of Captain Scott's Expedition is
Lieut. W. M. Bruce, R.N.R., a prominent
member of the Imperial Merchant Service
Guild, who, as a Chief Officer in the P. and
O. Service, obtained special permission to
proceed with the Expedition in May 1910.
As Mr. Bruce has not been mentioned in
connection with the fate of Captain
Scott and those who were returning with
him from the South Pole, it is assumed
that he is alive and well, but the tragedy
has doubtless sorrow and significance to him,
inasmuch as he is a brother of Mrs. Scott's.

THE LI FAMILY APPEAL.

Judgment Delivered To-day.

APPEAL DENIED WITH COSTS.

This morning in the Full Court of Appeal
judgment was delivered in the appeal
recently heard by Sir Haviland de Saus-
mare, Sir William Rees Davies and Mr.
Justice Gompertz from a judgment of the
Chief Justice in the Original Jurisdiction
case concerning the family agreement and
other matters connected with the well-
known Li Family of Hongkong. Their
Lordships upheld the decision of the court
below, dismissing the appeal with costs.

The Presiding Judge, Sir Haviland de
Sausmarez, in his written judgment, which
was very lengthy, said the case was one in
which facts only were in dispute. The
matter arose out of family difficulties dating
as far back as 1904. In that year the Tse
Lung Bank, a family concern, was in
difficulties, and early in 1905 an agreement
was come to by which it was hoped that
these difficulties would be surmounted.
They were not, and consequently the pay-
ments alleged to have been made by the
late Li Chuk Chi, who was not personally
interested in the bank, were unsuccessful
in attaining the end for which they were
made. The plaintiff, who was the personal
representative of Li Chuk Chi, alleged in
the alternative that he advanced money
against a borrowing note deposited with him
by the defendants, and that he paid this
money, some \$54,000, on behalf of and at the
request of defendants. The defendants
denied the request on that the money was
paid, or paid on their behalf, and they set
up a family agreement which, according to
them, contained conditions which were not
fulfilled, that the plaintiff knowing of the
non-fulfilment of the terms and conditions
of this agreement still paid the money,
if it were paid at all, a demand recover;
they also pleaded a revocation of promise
to pay.

The Puisne Judge, Mr. Justice Gompertz,
agreed with the presiding judge that the
Kwong Yee Wo payment must be dis-
allowed for want of sufficient proof and
also that the appeal must be dismissed
with costs.

His Lordship the Chief Justice in his
judgment said he was of the same opinion
as the presiding judge. It was unneces-
sary for him to recapitulate the reasons
which guided him, as they were fully stated
in the Court below. He thought it right
to say, however, in regard to proof of pay-
ment, that he found difficulty in the argu-
ments of the defendant, and that part of
the case had removed the difficulty alluded
to and had confirmed in his mind the views
which he then arrived at. He agreed also
that Kwong Yee Wo's claim should be dis-
allowed.

FATSHAN ELECTRICITY SUPPLY.
Contract Secured by Local Firm.

Triumph for British Engineers.

There have been many evidences since
the inauguration of the new regime that
China is preparing to adopt many of the
conveniences of the Western civilisation.
One of the latest moves in this direction
is the formation of a company to under-
take the supply of electrical lighting and
 motive power to the city of Fatshan, near
Canton, and it is satisfactory to know
that the principal contract in connection
with the installation has been secured by
a local British firm, the General Electric
Company of China, Ltd. The success of
the firm, who in tendering for the gener-
ating plant had to compete against many
foreign companies, is the more satis-
factory in that all the machinery will be
of British manufacture as it will come
from the well-known engineering works
of the General Electric Company of Eng-
land, Ltd., which is really the parent
company of the local concern.

The Fatshan installation, which is
being undertaken for a Chinese company
registered under the name of the Fatshan
Electric Light and Power Co., will be
thoroughly up to date in every way,
and ample provision is being made to
enable the demands of the future to be
met. The generating plant which the
General Electric Co. of China will instal
will consist of three phase high-tension
electric generators of an overload capa-
city of about 200 k.w., driven by crude
oil engines. The current will be trans-
mitted down to a suitable working cur-
rent in the town and will probably be dis-

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

LADY SCOTT.

LONDON, March 6.
Reuter's Sydney correspondent states that Lady Scott has arrived, and is staying with the Governor.

ANOTHER AVIATION FATALITY.

LONDON, March 6.
The aviator, Mr. Geoffrey England, who used a monoplane, was killed on Salisbury Plain. He had been to an altitude of five thousand feet.

GREAT BRITAIN AND SERIAL NAVIGATION.

ORDERS AND REGULATIONS ISSUED.

LONDON, March 5.
In virtue of the powers conferred by the Aerial Navigation Bill, Mr. McKenna, the Home Secretary, has issued lengthy orders and regulations for the control of air craft from abroad, defining prohibited areas, prescribing areas for landing, and giving permission for officers to fire on foreign aircraft contravening these regulations. Aeroplanes and airships from abroad cannot enter Ireland and they can only enter Scotland between Fraserburgh and the Ythan River. They can only enter England at three places on the east coast and four on the south coast. The areas over which aircraft are prohibited from flying number fifty and include dockyards, wireless stations, arsenals and railway stations used for the transportation of troops, landmarks near fortresses, and military works. Aircraft entering are not permitted to carry cameras, homing pigeons, firearms or wireless apparatus.
Foreign airmen must obtain a "clearance" from a British Consulate and must not enter the United Kingdom till 48 hours after it has been granted. They must state the intended landing place and the object of the voyage. When they land they must report to an authorized officer and pay £3 in the case of an airship and £1 in the case of an aeroplane for a permit. The subsequent journey must be effected at the time and along the route specified on the permit. Airships must carry a British representative before quitting the United Kingdom and must descend and report. Foreign Army Aircraft will not be allowed to enter without invitation of permission.
Transgression of the regulations is punishable with imprisonment for six months and a fine of £200. Conviction on a charge of espionage will entail seven years' penal servitude.
It is understood that the regulations have been drawn up by the Committee of Imperial Defence.

INTERESTING COMPARATIVE STATEMENT.

LATER.
In view of the Aerial Regulations, the comparative "air" strength of the Powers has been published as follows:—
Great Britain—Large airships 2, aeroplanes 30.
Germany—Large airships, 13; aeroplanes 250.
France—Large airships 10; aeroplanes 400.
Russia—Large airships 6; aeroplanes 250.

COMMENT ON THE REGULATIONS.

There has been much adverse criticism and considerable ridicule of the new Regulations, which are stated to be likely to frighten away friendly visitors and discourage aeronautics, while airships may remain high enough to escape the firing.

THE THREATENED STRIKE.

TENSION RELIEVED.

LONDON, March 5.
The statement made by Richardson on the 3rd inst. in an interview published in the press, that if he had known that the instructions emanated from headquarters he would have obeyed, promises to relieve the tension. The Chairman of the Company in a letter to the press said that they had no objection to reinstating Richardson if he repeats the above statement to the Board and undertakes in future to obey his superior officers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH VESSEL BURNING.

LONDON, March 6.
A telegram from Rio de Janeiro states that the British liner "Turakina," on a voyage from Wellington to London, is burning fiercely.

THE MAWSON EXPEDITION.

HARROWING DETAILS.

LONDON, March 6.
A telegram from Sydney states that Professor David has received the following wireless message from Professor Mawson:—Whilst exploring the new coast line 300 miles to the south-west of our winter quarters on December 4, Ninnis with a team of dogs and all the food disappeared down an unfathomable crevasse.
Merty and myself, with inadequate provisions and six starving dogs, straggled over the plateau for the hut, but bad weather retarded our progress.
We subsisted chiefly on the dogs.
Merty died on January 1 from causes arising from malnutrition.
I, alone, arrived at the hut having travelled through snow and fogs and been miraculously guided by Providence through the heavily crevassed areas.
The "Aurora" waited until it was no longer safe, and had left but a few hours before my arrival at the hut, where six men had been left to prosecute the search.

THE AMERICA CUP.

SIR THOMAS LIPTON'S CHALLENGE.

LONDON, March 5.
The Daily Express states that Sir Thomas Lipton yesterday sent a challenge for the America Cup Yacht race.

SIR THOMAS LIPTON CONFIDENT.

LATER.
Sir Thomas Lipton's challenge for the America Cup is under the old Rules.
The Race will take place in the Autumn of 1914. Messrs Nicholson, Southampton, are designing the new Shamrock.
Sir Thomas Lipton is confident that his yacht will be able to cross the Atlantic in perfect safety, and if he is going to win, he says he would like to do so under the old Rules.
America has received the news with the greatest interest.

UNITED STATES NAVY BILL.

PRESIDENT TAFT'S "LAST ACT."

LONDON, March 5.
A Washington message states that one of Mr. Taft's last acts as President was the signature of the Navy Bill, which provides for the construction of one battleship in 1913.

AMERICA AND MEXICO.

MACHINE GUN TO THE FORE.

LONDON, March 5.
A message from New York reports that another skirmish took place between American cavalry and Mexican Federals on the frontier. The latter opened fire but retreated when confronted with a machine gun.

GERMANY AND LIBERIA.

LEVER BROS. CONCESSION.

LONDON, March 5.
The attention of the Reichstag was called on Tuesday to the Lever agreement with Liberia in which certain large concessions were to be given the British firm. The Government representative declared that the granting of such a concession of such a scope would amount to a monopoly which was inadmissible under the terms of the Germano-Liberian Commercial Agreement. Germany had protested and was officially informed that the Liberian Legislature had not given the necessary sanction. Should the contingency arise the Government would not fail to protect the treaty rights of Germans interested in Liberia.
[Note:—This telegram refers to an agreement concluded with the Liberian Government, empowering Messrs. Lever Bros. to lease 12,000 square miles of land, with monopolies over the oil palms and timber, permits for the use of the land in any way, and all trading rights with the natives.—E. O. M.]

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

GERMAN TORPEDO BOAT RAN.

FIFTY MEN DROWNED.

LONDON, March 6.
A telegram from Heligoland states that the German torpedo destroyer No. 2178, was rammed and sunk by the cruiser York on Tuesday evening off Heligoland. It is stated that fifty men were drowned and fifteen saved.

SYMPATHY OF THE REICHTAG.

Reuter's Berlin correspondent telegraphs that in the Reichstag Admiral von Tirpitz attributed the great loss of life to a storm. The Navy mourned the loss of their comrades, but it would only spur them to fulfil their duty for the Emperor and the Empire. The President expressed the deep grief of the House.

ANOTHER REPORT.

LATER.

Sixty-six men are now stated to have perished. The torpedo boat was the S178 not the 2178 as stated. Those lost include Lieutenant Pies, the commanding officer, while the engineer, the surgeon and fifteen of the crew were saved.

DISASTER DURING MANOEUVRES.

Another telegram from Heligoland states that the German fleet had been manoeuvring between Heligoland and Wilhelmshaven under the eye of the Emperor, who only left the fleet yesterday.

The flotilla to which the S178 belonged had been suddenly ordered to join the manoeuvres yesterday.

LATER DETAILS.

The disaster is the worst in the German annals since 1896.
A telegram from Berlin states officially that the S178 was returning at night from the manoeuvres, and that the collision occurred five miles north-east of Heligoland. The torpedo boat, which sank very rapidly, had a crew of 83, and only a small proportion was saved.
The cruiser York was undamaged.

SYDNEY GASWORKERS' STRIKE.

EIGHT HUNDRED AMATEUR GAS WORKERS.

LYNCH, March 6.
At the meeting called by the Lord Mayor of Sydney, to obtain volunteers to restart the gas works, which had been idle owing to a strike, there was considerable disorder, and the police used their batons. Eventually eight hundred volunteers were enrolled, including many students of engineering, and the gas was turned on in North Sydney.

THE EXECUTIVE'S ATTITUDE.

Reuter's Sydney correspondent states that the Executive of the Labour Council has asked trades' unionists to refrain from joining the strikers. The prospects of a sufficiency of free labour are promising, and a general gas supply is expected to-morrow. The city police are being strengthened by police from the country.

GOVERNMENT AND ARBITRATION.

The Premier has explained that the Government intervened on behalf of the public because it stands for the principle of arbitration.

TURCO-BALKAN WAR.

THE ALLIES TO CONSULT.

LONDON, March 5.
The Allies intend consulting with one another before accepting the Powers' mediation, but it is likely that they will insist upon the preliminary acceptance of their terms in principle. When all have assented, the Powers will probably prepare a draft Treaty for acceptance by the belligerents.

A NAVAL ENGAGEMENT.

A message from Athens reports that a Greek naval division bombarded Santi Quaranta, the port of Janina, and after annihilating the Turkish artillery, troops were landed.

TURKEY'S ATTITUDE.

A message from Constantinople states that the Grand Vizier, in an interview denied that peace was imminent. Turkey accepted the mediation of the Powers, but was not negotiating with Bulgaria direct. Turkey would refuse to pay a war indemnity.

THE ESPIONAGE CHARGE.

EVIDENCE Laid TO-DAY.

At the Magistrate's court this afternoon before Mr. Hazland, Karl Boettner, 28, described as a clerk, and a native of Trier, Germany, was charged on remand by Inspector Watt for contravening the Defence (Sketches Prevention) Ordinance, 1895, by taking photographs of Belcher's and Mount Davis forts without permission; and further with having photographic materials in his possession with the intention of contravening the same Ordinance.

Mr. P. M. Hodgson, Asst. Crown Solicitor, prosecuted, and Mr. Shenton, of Messrs. Deacon, Looker, Deacon and Harrison, defended.

Mr. Hodgson said he desired to add another charge under the same Ordinance with respect to another photograph of Mount Davis.

Mr. Shenton said his client pleaded not guilty to all charges. Although he had no permission it was in the interests of everyone concerned that he should enter a plea of not guilty.
Mr. Hodgson said the facts were very simple. The defendant was found within the vicinity of certain forts of the colony—Upper Belcher's and Mount Davis. The defendant—whose certain photographs which he (Mr. Hodgson) would hand in, and his submission would be that they were photographs of these forts, and that they were unlawfully taken in contravention of the Ordinance. It was not necessary for him to prove for what purpose the photographs were taken or what purpose the defendant had in his mind when he took them. The defendant on January 28th—a Sunday morning about 11 o'clock was seen by two military men outside Belcher's Battery with the camera fixed on a tripod, and towards Belcher's Battery. He was taken into custody and the camera was taken from him. Eventually the plates were developed and it was found that the defendant had taken five photographs altogether, quarter-plate size. One of the photographs was of Mount Davis, an important military fortification, and a general view of the harbour taken from the same position. The next was another view of the harbour, which took in Belcher's Battery fairly clearly. There was another photograph which was taken last of all in which the defendant came out not very distinctly and was blurred somewhat by the fact that the two Indian men who took the defendant in charge had come out on the plate, very indistinctly. The fifth plate was broken, but it was fogged, and nothing could be distinguished on it. The defendant and the plates and camera were taken to No. 7 Police Station, and he was there charged and let out on bail. The camera was confiscated, and the plates were developed.

Gunner Madi Khan, of the Hongkong and Singapore Battalion R.A., deposed that he was coming from Elliott Battery about 10.45 a.m. with another Indian gunner going towards Belcher's. They saw the defendant with a camera and arrested him. They took him to the Corporal of the guard at Lower Belcher's. In reply to Mr. Shenton, witness said that the defendant was on the road the whole time.

Gunner Bata Khan, of the Royal Artillery, who was with the last witness when the arrest took place, gave corroborative evidence.
Major J. B. G. Tulloch, General Staff, on being shown the four photographs which Mr. Shenton admitted were taken by the defendant on the day in question, deposed that the photographs represented, including Mount Davis, Upper Belcher's Battery, forts on Stonecutter's Island, and Lower Belcher's Battery.

Major Tulloch in reply to Mr. Shenton, said that no guns were visible in the photographs. To the ordinary eye of the man in the street there was nothing of importance on the photographs, but he could point out places confidentially to the Magistrate.

Mr. Shenton: That photo to be of any use to anyone coming to invade Hongkong would have been taken from a totally different position? It would have to be taken from the water?—I do not admit that at all.

Would it not be better?—Many things would be better. It would be better to photograph the guns straight.
The photo is of no value?—I do not think it is of no value. It is a matter of debate.

The country there is very pretty—it would make a good photo?—It is not a photo I would have taken myself.
But the country is pretty?—Yes; the country from which photo was taken is pretty.

In reply to further questions, Major Tulloch said that a photo of one gun appeared in the picture of Belcher's Fort. The photograph of Stonecutter's Island was useful, but not in the same degree as the others. It was a question of distance. On the pathway from which the photographs were taken there was no notice telling people not to take photographs—there were none on the island. There were no notices in England, but people knew they were not allowed to take photos of fortifications. There were no patrols to stop people from taking photos on the public roads. There were sentries in certain places, however.

Major Tulloch: Anyone who has been in the army knows that the taking of photos near forts is not allowed. You might go to Japan and take photos anywhere, so long as you are not "collared." (Laughter.) I was "run in" in Germany for much less than this myself. (Laughter.) I understand that the defendant has been in the artillery.

Mr. Shenton: You do not look upon this case as being at all serious?—I have no grudge against the man.
These photographs might very well have been taken by an ordinary visitor to Hongkong?—They might.

Major Tulloch said at the Police Station he asked the defendant if he had taken photographs of fortifications, and he said "No." Witness told him he must have been near Belcher's, or the natives would not have stopped him. The defendant then said "I have no photographs on my films of fortifications or guns."

Witness, in reply to Mr. Shenton, said the defendant's private house had been searched. All his photographs were examined and his private correspondence had been read. Nothing was found of

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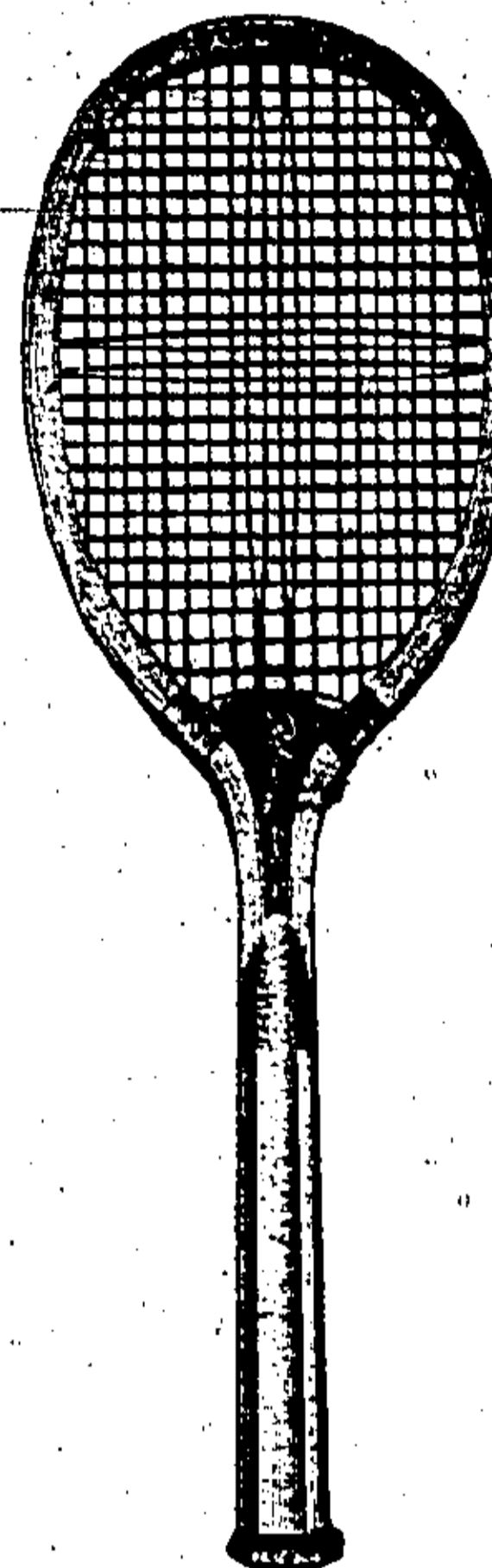
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Hongkong, July 20, 1912.

importance in the box which was shown to witness.

The case was adjourned until next Wednesday afternoon, bail being allowed as before.

BIG ROBBERY AT BONHAM STRAND.

PRISONER AT THE SESSIONS.

Before the Chief Justice this afternoon at the Criminal Sessions a young shop-fork named Wong Cheung was charged with the theft of a large amount of money and a quantity of valuable share certificates and securities from a shop in Bonham Strand, on November 18, 1912. The money stolen included notes of the value of \$850 and a number of gold coins, and the amount of the securities was valued at \$40,000. Prisoner pleaded not guilty.

The Crown Solicitor stated that prisoner was foki in the shop at which the theft was committed. On the morning of November 18 when the accountant, who was also a partner in the firm, awoke he found that a bunch of keys had been cut from his girdle and the safe opened with them. Prisoner was afterwards arrested by the Macao Police, with some of the stolen money and papers in his person.

He was taken to the Chief Justice's prison, where he was kept until December 21. The prisoner was employed at the shop and was raising on the morning of December 18. Other evidence called showed that prisoner left the securities at the house of L. J. So where he slept after committing the robbery, and that he made a confession to the Hongkong police.

Prisoner, whose age was given as 15 years, was sentenced to three years' imprisonment.

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SHANGHAI	INDIA Capt. G. W. Gordon, R.N.R.	13th Mar.	Freight and Passage.
CONDON, via UVAL, PORT OF CALL	DELTA Capt. E. F. MARTIN, R.N.R.	Noon, 15th March.	See Special Advertisements.
LONDON & ANTWERP, via ST. PAUL, COPENHAGEN, PORT SAID & MARSEILLES	NAMUR Capt. A. COLVIER	About 19th Mar.	Freight and Passage.

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EMPEROR OF INDIA, Sat., April 6.	SS. OF IRELAND, Sat., May 2.
EMPEROR OF JAPAN, Sat., April 26.	ALLA, LINE, Sat., May 23.

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MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	HITACHI MARU, Capt. T. Yamawaki, Tons 13000	13,000	WEDNESDAY, 12th Mar., at Daylight.
	MIYASAKI MARU, Capt. K. Soyeda, Tons 16,000	16,000	WEDNESDAY, 26th Mar., at Daylight.

VICTORIA, B.C., & SEAT- TLE, via SHANGHAI, MOJI, KOBE, YOKO- KAHAMA	TAMBA MARU, Capt. J. Teranaka, Tons 12500	12,500	TUESDAY, 11th Mar., at Noon.
	AWA MARU, Capt. R. Shimizu, Tons 12500	12,500	TUESDAY, 25th Mar., at Noon.

SYDNEY and MELBOURNE, via MANILA, THUR- SDAY ISLAND, TOWNS- VILLE and BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 9300	9,300	Mar., at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 7000	7,000	WEDNESDAY, 26th Apr., at Noon.

CALCUTTA via SINGAPORE, PENANG, & RANGOON	KIRIN MARU, Capt. Deguchi, Tons 5000	5,000	SATURDAY, 8th March.
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SHANGHAI, MOJI AND KOBE	RANGCON MARU, Capt. Kamohita, Tons 12000	12,000	WEDNESDAY, 12th Mar.
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NAGASAKI, KOBE AND YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 7000	7,000	WEDNESDAY, 12th Mar., at Noon.
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KOBE & YOKOHAMA	IYO MARU, Capt. R. Hirase, Tons 12500	12,500	THURSDAY, 13th Mar., at 11 a.m.
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KITANO	16,000	9th April.
IYO	12,500	23rd April.
HIRANO	16,000	7th May.
TANGO	13,500	21st May.

FOR AMERICA.

INABA MARU	13,500	11th February
SHIDZUOKA	12,500	25th February
TAMBA	12,500	11th March.
AWA	12,500	25th March.
SAIDU	12,500	8th April.
YOKOHAMA	12,500	22nd April.
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SHIDZUOKA	12,500	20th May.

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MONGOLIA	37,000	Tuesday	25th Mar.	at 1 p.m.	
PERSEA	9,000	Tuesday	18th Apr.	at 3 p.m.	
CHINA	18,000	Tuesday	22nd Apr.	at 1 p.m.	
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CHINA	18,000	Tuesday	13th May	at 3 p.m.	

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Feb. 18 CHINA	March 30	March 31	MANCHURIA
March 18 NILE	April 17	March 18	NILE
April 18 PERSEA	May 15	April 19	MONGOLIA
May 18 CHINA	June 5	April 19	PERSEA
June 3 NILE	June 5	April 19	KOREA

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NIPPON MARU	A. G. STIVERS	TUESDAY, 1st APRIL, at Noon.
TENYO MARU	E. REED	TUESDAY, 8th APRIL, at Noon.
SHINYO MARU	H. S. SMITH	TUESDAY, 29th APRIL, at Noon.

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PANAMA MARU	J. Kaneko	Wednesday, 2nd April at 2 p.m.
SEATTLE MARU	T. Saito	Saturday, 15th April at 2 p.m.
MEXICO MARU	K. Kobayashi	Wednesday, 30th April at 2 p.m.
CHICAGO MARU	S. Nemoto	Thursday, 17th May at 2 p.m.
CANADA MARU	K. Hori	Wednesday, 28th May at 2 p.m.

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Steamers	Captains	Leave
DAIGI MARU	Y. Somakawa	Sunday, 9th Mar., at Noon.

DAIJIN MARU	M. Nagano	Sunday, 16th Mar., at Noon.
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TSINGTAU, WEIHAIWEI & CHEFOO	PAOTING	Mar. 9	Daylight
MANILA, CEBU & ILOILO	LIAN	Mar. 11	at 4 p.m.
SHANGHAI	LIAN	Mar. 13	at 4 p.m.
NEWCHOW	LIAN	Mar. 15	at 4 p.m.
TIENSIN	LIAN	Mar. 21	at Noon

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FOR	STRAMERS	TO SAIL
+ SHANGHAI via SWATOW...	KWONGSANG...	FRIDAY, Mar. 7, Day
* SINGAPORE, PENANG & {	FOOSHING...}	FRIDAY, Mar. 7, at 2

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Taking Cargo on through Bills of Lading to Kndat, Lahad Datu, Simporna,
Jawa, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. MUTTRA, 4644 tons gross, Capt. H. Carey, will be despatched for
YOKOHAMA & KOBE on the 12th March, at Noon, and will be followed by
the S.S. FULTALA, 4154 tons gross, Capt. H. W. Talbot, sailing hence on or
about the 19th March, at Noon, taking cargo passengers and mail.

For Freight & Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Telephone No. 215.

Hongkong, July 19, 1912.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARDS.

For	Steamers	Date of Departure
LONDON & ANTWERP	'DEN OF CROMBIE'	about 31st March.

NEW TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

For VICTORIA, VANCOUVER
AND SEATTLE.For PORTLAND, TACOMA &
SEATTLE.

Cargo accepted on through Bills of Lading to all ports in Europe, and North and
South America. The regular steamers of the 'Shire' and 'Glen' Lines have
superior accommodation for a limited number of Saloon Passengers, and attention
is particularly directed to the moderate fares charged.

For further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, February 15, 1912

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.PROPOSED SAILINGS OF MAIL STEAMERS
HOMeward PASSENGER SEASON 1913.MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colonbo	Leave Hongkong	Connecting Steamers from Colonbo to Marseilles and London	Due Marseilles (Brindisi) 3 days earlier	Due London (1 day later)
DELTA	Mar. 15	STEAMER	Mar. 12	Mar. 18
DELTA	Mar. 29	STEAMER	Mar. 26	Mar. 31
DELTA	Apr. 12	STEAMER	Apr. 9	Apr. 14
DELTA	Apr. 26	STEAMER	Apr. 23	Apr. 28
DELTA	May 10	STEAMER	May 7	May 12
DELTA	May 24	STEAMER	May 21	May 26
DELTA	June 7	STEAMER	June 4	June 9
DELTA	June 21	STEAMER	June 18	June 23
DELTA	July 5	STEAMER	July 2	July 7
DELTA	July 19	STEAMER	July 16	July 21

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.FARES TO LONDON
1st SALOON £110 SINGLE, £108.14 RETURN.
2nd SALOON £68.10 SINGLE, £67.10 RETURN.
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
Proposed Sailing:

Steamers	Leave Hongkong	Due Marseilles	Due London
AMUR	Mar. 10	Mar. 20	Mar. 30
NANKIN	Mar. 24	Mar. 34	Mar. 14
KANZA	Apr. 7	Apr. 17	Apr. 27
WORE	Apr. 21	May 1	May 11
KILE	May 5	May 15	May 25
PALAWAN	May 19	May 29	May 39
BORNEO	June 2	June 12	June 22
NUBIA	June 16	June 26	July 6
SUND	June 30	July 10	July 20

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARES TO LONDON

1st SALOON £110 SINGLE, £108.14 RETURN.

2nd SALOON £68.10 SINGLE, £67.10 RETURN.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
For further particulars apply toE. A. HEWETT,
Superintendent.MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.For SHANGHAI, KOBÉ AND YOKOHAMA
ATLANTIQUE, Lido, 10th Mar., about 6 p.m.

MARSEILLES, Via Ports, PAUL LECAT, Lancelin, 11th March, at 1 p.m.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours all-way from MARSEILLES to London. Interpreters meet passengers on their arrival in all cities.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
Via STRAITS AND COLOMBO
To MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK,
AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.)
AND PORTLAND (Or.)

TAKING Cargo at through-Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Sea and Baltic Ports, and to South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre, Rotterdam, Bremen and Hamburg
S.S. SPESIA 15th Mar.	S.S. BRISGAVIA 10th March.
S.S. SCANDIA 29th Mar.	For New York
S.S. SITHONIA 12th Mar.	S.S. AMBRIA 12th March.
S.S. BOYNE 2nd April	For Marseilles, Havre & Hamburg
S.S. SAXONIA 26th April	S.S. BELGAVIA 16th March.
S.S. NEGROVIA 8th May	For Havre, Bremen & Hamburg
S.S. BIRKENFELS 19th May	S.S. G.D. AILERS 21st March.
S.S. FURST BUELOW 2nd June	For Havre & Hamburg
S.S. SAMBIA 24th June	S.S. SILESIA 25th March.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR BOSTON, NEW YORK, VIA PORTS
AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

S.S. INVERCLYDE On or about 2nd April, 1913.

For Freight and further information apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, February 28, 1913.

SHIPPING

THE BANK LINE, LTD.

(ANDREW WEIR & CO.)

TRANS PACIFIC SERVICE

STEAMERS WILL BE DESPATCHED AT REGULAR INTERVALS FROM

HONGKONG

TO

VICTORIA, VANCOUVER, B.C., SEATTLE, and
TACOMA.

Carrying Cargo on through Bills of Lading to all Overland Common Ports.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,
KING'S BUILDING, PRINCE CENTRAL.

Telegrams No. 180.

NEW YORK LINE.

REGULAR SERVICE FROM

JAPAN, CHINA & STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the

AMERICAN & MANCHURIAN & AMERICAN & ORIENTAL LINES.

Steamer early.

For Rates of Freight, and further particulars apply to

THE BANK LINE, LIMITED
MANAGING AGENTS.

AFRICAN LINES.

ORIENTAL AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Batavia, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mombasa. If sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIO, 3,000 tons, End of February.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,
Managing Agents.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

PROPOSED SAILINGS.

FROM HONGKONG. FROM COLOMBO.

29th March. Connecting with S.S. Katanga 12th April.

For Rates and further information, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS).NORDDEUTSCHER LLOYD,
BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR NAPLES, GENOA, ALGIERES, PRINZ EITEL FRIEDRICH, WEDNESDAY, 19th Mar., at 10 a.m.
CHERBURY, SOUTHAMPTON, Capt. C. Mundt.
TON, ANTWERP & BREMEN.
Calling at MANILA.

SHANGHAI, T.SINGTAU, YOKOHAMA, Capt. H. Formas, (17,000), About THURSDAY, 6th Mar.

MANILA, ANGAUR, YAP, PRINZ WALDEMAR, SATURDAY, 22nd Mar., at 9 a.m.
NEWGUINEA, BRISBANE, Capt. H. Bremer, (8,100).
SYDNEY & MELBOURNE.KOBÉ & YOKOHAMA, COBLENZ, About TUESDAY, 1st April, (6,750).
Capt. L. Klugkist.KUDAT and SANDAKAN, BORNEO, Beginning of April.
Capt. F. Sembill.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd,
MELOHERS & CO.,
General Agents, Hongkong & China.PHILIPPINES STEAM-
SHIP Co.

Steamship	Tons	Agent	For	Sailing Date
SUBI	4,000	J. Miller	Manila, Mangrove	Friday, Mar. 7, at 4 p.m.
SAFIBO	4,000	F. S. McMurray	Hollo & Cebu, Manila, Mangrove	Tuesday, Mar. 12, at 4 p.m.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

SHIPPING

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.
Accelerated Train Service from Trieste to Paris, London and Berlin.S.S. AFRICA, 8850 tons, will leave as above on 15th March, at 5 p.m.
Cheap rates Hongkong-Trieste, Venice 250 1st class, 238 2nd class & 219 3rd class.
Superior accommodation for 1st and 2nd Class and Cabin passengers. No extra-charge for tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. KÖRBER, 9900 tons, will leave as above on 29th March, at 7 p.m.
Cheap rates Hongkong-Shanghai 250 1st class, 24 2nd class and 23 3rd class.

MONTHLY ORDINARY SERVICE.

S.S. AUSTRIA, 14000 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about 7th April.

TO KOBE.

S.S. AUSTRIA, 14000 tons, will leave as above and to Yokohama via Shanghai about 24th March.
Superior accommodation for Saloon Class Passengers.
ROUND THE WORLD TICKETS ARE ISSUED.
Cargo taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply toSANDER, WIELER & CO., Agents,
PRINCE'S BUILDING.

Hongkong, January 3, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAIFANG	Capt. A. E. Hodgins	FRIDAY, 7th Mar., at 10 a.m.
HAICHOW	Capt. W. G. Passmore	TUESDAY, 11th Mar., at 10 a.m.
HAITAN	Capt. J. S. Roach	FRIDAY, 14th Mar., at 10 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

HAIMUN Capt. J. W. Evans WEDNESDAY, 12th Mar., at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAFRAIK & CO.,
General Managers.THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	To-day	March 11th, at 11 a.m.
ALDENHAM	March 7	March 12th, at 11 a.m.
ST. JAMES	March 7	March 28th, at 11 a.m.
EASTERN	April 4	April 28th, at 11 a.m.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, November 2, 1908.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. 'MINNESOTA'

Capacity 28,000 Tons. Length 630 Feet. Beam 73 1/2 Feet.
21,000 Tons Gross Register. 34,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T.W. GARRICK).

SAILS FROM HONGKONG about 10th May.

SEATTLE via NAGASAKI INLAND SEA, KOBÉ
and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.
Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, PRINCE'S BUILDING.

Hongkong, November 1, 1911.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.

Head Office for the Far East: 10, DE VOS ROAD CENTRAL, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 22, WATER STREET.

TICKETS supplied to EUROPE by the postal STEAMSHIP LINES as follows: TRANS-SIBIRIAN RAILWAY, S. Y. & Co., Ltd., 10, DE VOS ROAD CENTRAL, HONGKONG. TOURS arranged, collected, forwarded and issued at lowest rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES advanced.

HEAD OFFICE: LUDGATE CIRCUIS, LONDON, E.C.

Hongkong, April 4, 1908.

Notices to Consignees

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship BENALDER.

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence and/or from their wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 19th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.

Hongkong, March 4, 1913.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, via HONGKONG, LULU, JAPAN PORTS AND MANILA.

THE Steamship CHITO MARU.

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading or counterstamped, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on FRIDAY, 7th March, at Noon, will be landed at Consignees' risk and expense, and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on MONDAY, 10th March, at 4 p.m., afterwards will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or in Godown, examination of same to be held on THURSDAY, 13th inst., at 3 p.m.

All claims must be filed on or before 18th inst., otherwise they will not be recognized.

S. MORIMOTO, Agent.

Hongkong, March 4, 1913.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship, KUMONG,

having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 6th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, February 28, 1913.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ WALDEMAR,

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Cables, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 10th of March will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 10th of March, at 9.30 a.m.

All claims must reach us before the 17th of March, 1913, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

NORDDEUTSCHER LLOYD, MELOHERS & CO., General Agents.

Hongkong, March 3, 1913.

NOTICE TO CONSIGNEES

FROM RUSSOPE.

THE H. A. L. Steamship

SCHWARZBURG.

Captain Czernikoff, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Bills of Lading will be countersigned by the Underwriter.

Optional Cargo will be carried on intimation to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on Cargo: Ex. s.s. Bernhard from Berlin. Ex. s.s. Kong Seng from Okhotsk.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, March 1, 1913.

